## Overview of Proposed Density Recommendation for TOD Areas

The Work Group generally endorses the methodology for a flexible assignment of density as recommended by staff in the presentation of April 25, 2011, with the following additions/clarifications:

-The Work Group recognizes the need for an assigned base density that reflects previous Work Group discussions and general consistency with the likely assignment of density at other station sites. The Work Group recommends that such base density be 3.0 FAR for areas approximately 1/4 of a mile from the entrance to the station platform and 2.0 for areas approximately 1/2 mile from the same entrance.

-To facilitate connectivity, cohesive planning and other outlined objectives, the Work Group supports reasonable flexibility as to the assignment of density for parcels that are under common ownership and otherwise bisected or divided by the boundaries described above

-Work Group endorsement of the concurrent Comprehensive Plan amendment applications referenced in April 25th presentation is based on a presumption that such amendments are processed concurrently with other land use approvals and do not require authorization as an out of turn Plan Amendment.

-The overall density assigned to the land unit (i.e. 120% of the GMU forecast) and also available for individual parcels can be changed or updated through the Comprehensive Plan Amendment process referenced above if it can be objectively shown that facts, circumstances or mitigation measures that are existing or available at the time of the relevant land use process warrant additional or changed density.

## Revised Language to Address potential future bridge

The Work Group recognizes the importance of multiple options for access to the station site and the land unit as a whole. The need for a bridge crossing over the DAAR should be balanced with the equally important need for pedestrian and local traffic connectivity between development sites generally within the TOD area. On this basis, further study of the location and configuration of the bridge infrastructure, associated right of way and vehicular access routes is warranted and necessary. Given these circumstances and the unfunded nature of any potential bridge crossing, the current conceptual designs should not be a basis for imposing inflexible right of way requirements, or otherwise precluding or restricting redevelopment that is otherwise in accordance with the objectives for the Study Area. Final location and engineering of any bridge crossing should encompass reasonable efforts to avoid creating pedestrian obstructions or other barriers which would impede access to the transit station or frustrate the development of a unified, walkable community within the transit station area.